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SECURITY INFORMATION

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INFORMATION REPORT

REPORT

CD NO.

COUNTRY USSR (Black Sea)

DATE DISTR. 11 September 1952

SUBJECT Ports of Zhdanov and Kherson

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SUPPLEMENT TO
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1.

of the port area at Kherson (Attachment I) and [redacted] a sketch
as follows: numbers

- (1) The anchorage of the harbor.

- (2) [redacted] The loading was done by a small crane as well as a small conduit.

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- (3) Grain elevator.

- (4) Three or four railroad tracks.

- (5) A large two-story building which housed the harbor offices and services.

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- (6) A floating dry dock under repair.

- (7)

- (8) Ten or fifteen oil tanks which are elevated above the ground.

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- (9) Wooden pier used for berthing tankers.

- (10) The city district.

2.

Attachment 2 shows the Straits of Kerch and the Sea of Azov. The numbers on Attachment 2 are identified as follows:

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(1) Yalta.

(2)

(3)

(4) Lighted buoy.

(5) Four small Soviet cruisers, apparently in battle formation.

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They were moving away
going north.

(6) Five or six other Soviet ships observed. They were probably auxiliary ships belonging to the Soviet fleet. In both cases the visibility was too limited to make detailed observations.

(7) Lighthouse on Cape Takil.

(8) Land beacons which mark the course.

(9) Beacons which are on buoys, along the course.

3. Attachment 3 shows the Straits of Kerch. The numbers on the Attachment are identified as follows:

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(1)

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(2) Lighthouse on Cape Takil, with a fixed white beacon.

(3) A large lighted buoy, about 300 meters from shore.

(4) A small lighthouse with a white light flashing every four seconds.

(5) Buoy without a light.

(6) Lighted buoy, flashing intermittently.

(7) Channel, about 100 meters wide, which is the entrance to the Straits of Kerch. The channel entrance is marked by the buoys at 5 and 6.

(8) White beacon ashore.

(9) Two red beacons used to mark the course.

(10) Two red beacons used to mark the course.

(11) A buoy which marks the spot for turning, for ships exiting from the channel.

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the length of this particular channel but it did begin at the buoys at 5 and 6 and it ended at 7/a on Attachment 3.

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4.

5. a sketch of Zhdanov (Attachment 4) and the numbers on the sketch are identified as follows:

(1) A buoy with a red beacon,

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- (2) Three beacons placed vertically on a pole which is on top of a destroyed building; from bottom to top, these beacons are green, red, and white. These beacons, together with the buoy at 1, mark the course to be followed entering the harbor.
- (3) Course for entering the harbor.
- (4) A navigation channel, five to six miles long and about 80 meters wide.
- (5) Buoy with a red beacon.
- (6) Buoy with a white beacon.
- (5a) Buoys painted red with red beacons.
- (6a) Buoys painted black with white beacons.
- (7) The last red buoy in the channel.
- (8) The last black buoy of the channel.
- (9) Floating posts between the buoys. These have different shapes; those on the east are red while those on the west are black. The posts and buoys are about a kilometer apart and are numbered 1 to 11 from north to south. No. 1 is at the northern end and No. 11 is at the southern end, immediately before entering the harbor. The depth of the water along the channel is about 22 feet except between the second and third kilometer, where it is shallower and has to be checked continuously.
- (10) Two large Soviet-made cranes, each with a lifting capacity of 10 tons. 50X1-HUM
- (10a) Portion of the pier not in use because of shallow water.
- (11) A half-destroyed pier no longer in use. Originally it had been 600 to 700 meters long. At some points it was being repaired.
- (12) Two new cranes as yet unassembled.
- (13) A pier 50X1-HUM
- (14) Small building.
- (15) Two-story building.
- (16) Two-story building used by the naval services of the harbor.
- (17) Another navigation channel, used by small Soviet vessels only. 50X1-HUM
before the war the water of this channel was shallower than the water in the entrance channel.
- (18) Railroad tracks.
- (19) Fixed scale where cars waiting to load are weighed.
- (20) Open air coal storage space.
- (21) Road leading to the city.
- (22) Breakwater, about 1,000 meters long.
- (23) Small pier on the breakwater.
- (24) Pier, about 150 meters long and 30 meters wide, now in use.

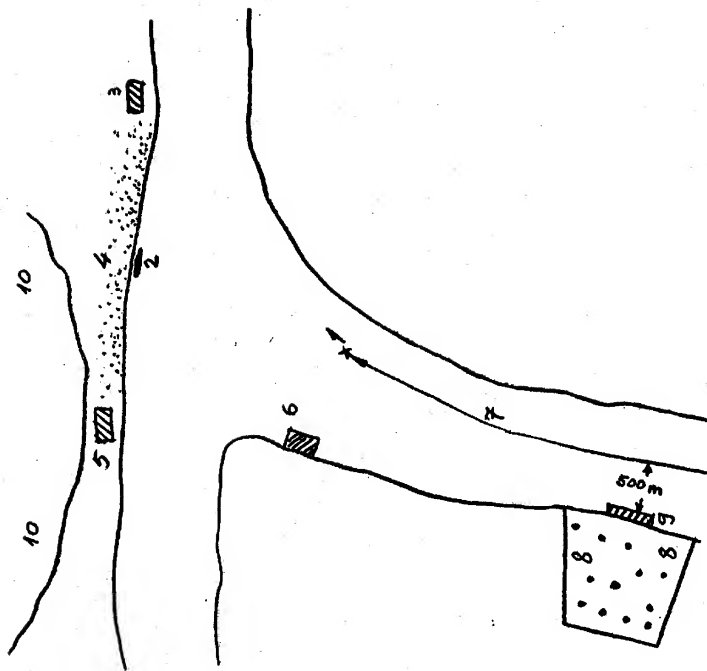
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Attachment 1

PORT OF KHERSON



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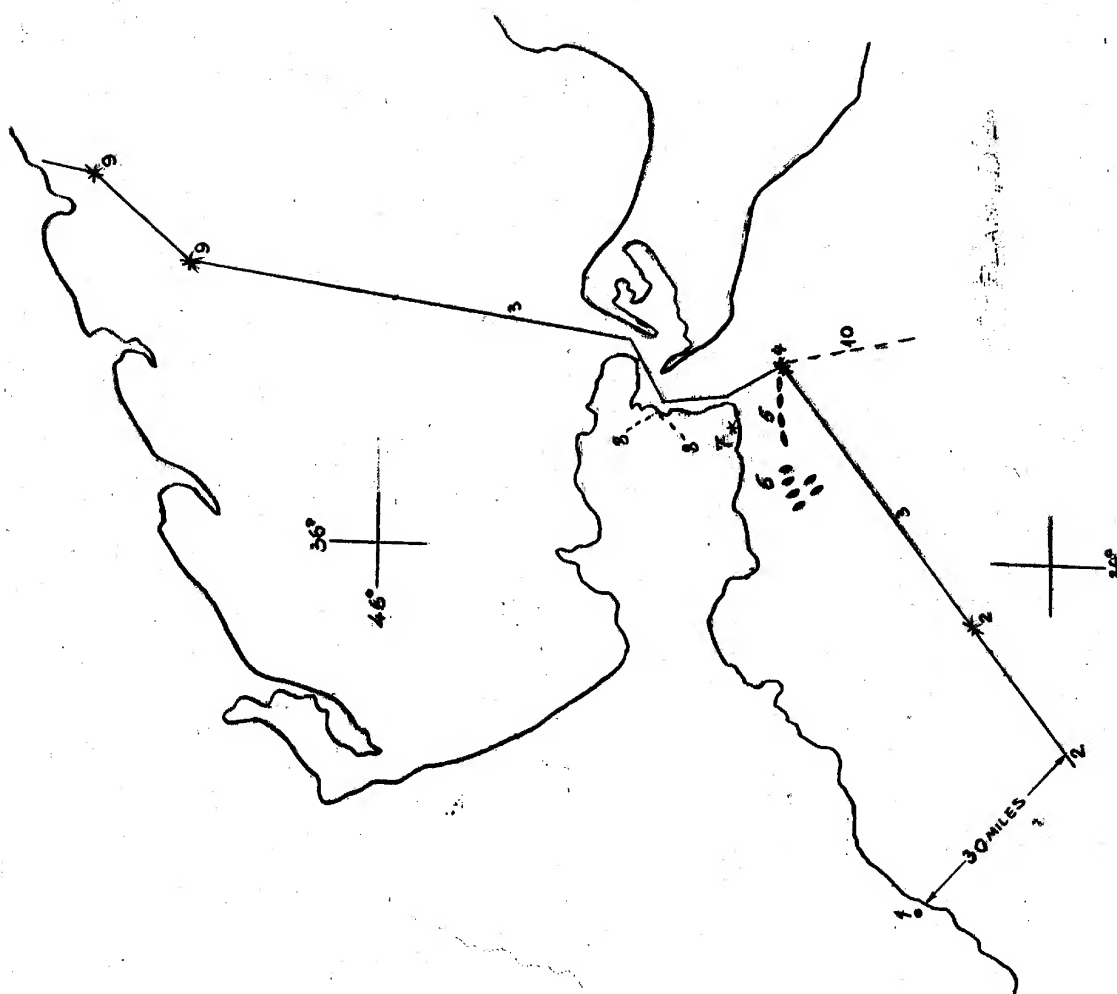
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attachment 2

STRAITS OF KERCH INTO SEA OF AZOV

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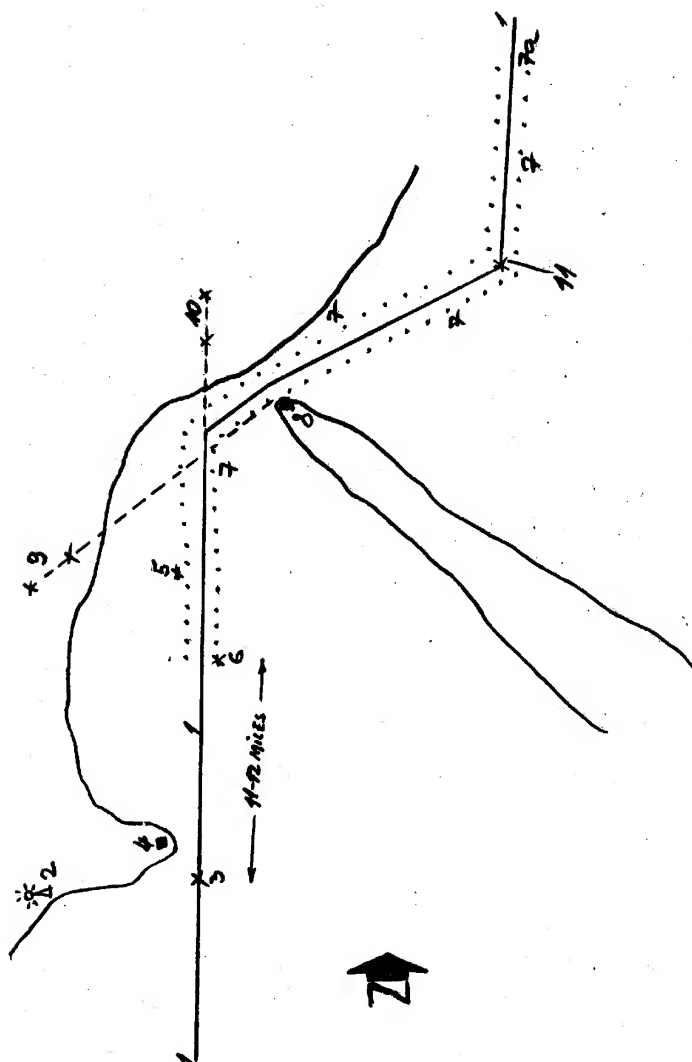
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Attachment 3

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STRAITS OF KERCH

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Attachment 4

A hand-drawn map of a coastal area. A dashed line labeled '20' encloses a central region. A solid line labeled '21' runs along the bottom and left edges. Numbered points are distributed across the map: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24. A scale bar labeled '1 1/2 miles' is located in the lower right. A north arrow is in the upper left. A line labeled '600-700 m' connects points 10 and 11. A line labeled '22' runs horizontally across the middle. A line labeled '23' runs vertically on the right. A line labeled '24' runs horizontally at the bottom. A line labeled '21' runs along the bottom and left edges. A line labeled '20' runs horizontally across the middle. A line labeled '19' runs vertically on the right. A line labeled '18' runs horizontally at the bottom. A line labeled '17' runs horizontally at the bottom. A line labeled '16' runs horizontally at the bottom. A line labeled '15' runs horizontally at the bottom. A line labeled '14' runs horizontally at the bottom. A line labeled '13' runs horizontally at the bottom. A line labeled '12' runs horizontally at the bottom. A line labeled '11' runs horizontally at the bottom. A line labeled '10' runs horizontally at the bottom. A line labeled '9' runs horizontally at the bottom. A line labeled '8' runs horizontally at the bottom. A line labeled '7' runs horizontally at the bottom. A line labeled '6' runs horizontally at the bottom. A line labeled '5' runs horizontally at the bottom. A line labeled '4' runs horizontally at the bottom. A line labeled '3' runs horizontally at the bottom. A line labeled '2' runs horizontally at the bottom. A line labeled '1' runs horizontally at the bottom.

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